

Intimations.

DAKIN BROS. OF CHINA, LIMITED, CHEMISTS.

MANUFACTURERS OF AERATED WATERS.

WE devote special attention to this part of our business, and our process ensures a perfect filtration and purification of the water, and thorough saturation with Gas.

Our plant comprises some of the largest and finest machines ever shipped from England, and embraces a combination of all the most modern improvements. Our machinery is fitted with tin-lined tubing, and the fact that our Waters are free from metallic or any other contamination is certified by Messrs. Hassall and Clayton, Analysts to the City of London.

The following are manufactured daily:—AERATED WATER, GINGER ALE, SODA WATER, LEMONADE, LITHIA, SASSAPARILLA, TONIC.

Our Aterated Sarsaparilla is prepared from a fluid extract of Red Jamaica Sarsaparilla made in our own laboratory, and is not merely a flavoured water as so many brands of this popular beverage are.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 14th April, 1890.



BY APPOINTMENT.

A. S. WATSON & CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water-supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

WE continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

Whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY HONGKONG," and all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock:—PURE AERATED WATERS, SODA WATER, LEMONADE, POTASH WATER, SELTZER WATER, LITHIA WATER, SASSAPARILLA WATER, TONIC WATER, GINGER ALE, GINGERADE.

No Credit given for bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & Co., LIMITED, Hongkong, China, and Manila.

BIRTHS.

At H. B. M. Consulate, Tamsui, on the 1st instant, the wife of W. HOLLAND, of a son.

On the 8th March, at Oakbank, Chislehurst, England, the wife of T. JACKSON, of a son.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 14, 1890.

TELEGRAMS.

EAST AFRICA.

LONDON, April 7th.

The English press attack Emin for his ingratitude, and warn the British Company to be on the alert with their German rivals.

RUSSIA.

The Czar is suffering from influenza. He is greatly incensed at the disorders amongst the students of the St. Petersburg University, and threatens to close the colleges for a year.

FRANCE AND EGYPT.

France having now sent a favorable reply to the Conversion scheme, Tigrane Pasha and Mr. Palmer are about to proceed to Paris to arrange details.

GERMANY.

A rescript of the Emperor provides that commissioned appointments in the Army and Navy are no longer to be restricted to those of noble birth, but are in future to be open to men of noble character and the sons of honorable citizens.

It deprecates extravagance as excluding the poorer aspirants, and enjoins commanders to enforce a simpler mode of life among the officers.

It raises the pay of the Artillery, Rifles, and Cavalry.

FRANCE.

France has ordered ten sea-going and twenty first-class torpedo vessels to be built.

(From the *Courrier d'Haliphong*).

FRANCE AND DAHOMEY.

PARIS, April 7th.

The French Government has ordered a blockade of the Dahomey coast, to prevent the introduction of arms.

DEATH OF THE MARQUESS TSENG.

PEKING, April 13th.

The Marquess Tseng, late Chinese Ambassador to Great Britain and France, died here yesterday morning of typhoid fever.

On receipt of the above news in this colony, His Excellency the Officer Administering the Government despatched the following telegram to Sir John Walsam, British Minister at Peking:—

"The community of Hongkong has learned with sincere regret the news of the death of the Marquess Tseng."

LOCAL AND GENERAL.

THE French gunboat *Vipère* left Amoy for Foochow on the 10th inst.

THE Canadian-Pacific Line steamer *Abyssinia* left Shanghai for this port yesterday morning.

AN earthquake lasting ten seconds was felt at Nink-binh, Tonquin, on the 5th inst. That at Hoihow was on the 10th.

The appointment of Mr. Andrew Johnston to be Acting Government Marine Surveyor, with effect from March 8th, is gazetted.

THE returns of the number of visitors to the City Hall Museum for the week ending April 13th, are:—Europeans 177, Chinese, 2,008; total, 2,185.

A REGULAR meeting of Perseverance Lodge, No. 1165, E.C., will be held in Freemasons' Hall, Zeland Street, on Wednesday, the 16th inst., at 8.30 p.m. precisely. Visiting brethren are cordially invited.

OUR Tientsin contemporary of the 5th says:—The Convention for the opening of Chungking to foreign trade was signed on the 31st March by Sir John Walsam, H.B.M. Minister, and the Tsung-li Yamen.

We are informed by the Agents (Messrs. Arnhold, Karberg & Co.) that the China Shipper's Mutual S.N. Co.'s steamer *Chingwo*, from London and Liverpool, left Singapore for Hongkong this morning, and may be expected on or about the 20th inst.

ON the 17th ulto, Rajah Sir Charles Brooke of Sarawak annexed the Limbang River, which constitutes the main portion of Brunel, and to obtain jurisdiction over which has been for so long the policy of the Sarawak Government. No one was present from Brunel, and the hoisting of the flag was not known to the Sultan. The annexation is subject to the English approval.

THE Band of the Argyll and Sutherland Highlanders will play the following programme at the Officers' Mess, to-morrow evening, commencing at 8 o'clock:—

Overture, "Water and Dishes" (Supp. Valse, "Nuit de la Grande Vierge" (Columbia. Selection, "Folk-songs of Italy" (Rampart). Landier, "Gruenbacher" (Columbia. Selection, "The Women of the South" (Columbia).

THE *China Mail* of Saturday night says that "the Hongkong, Canton and Macao Steamboat Co.'s steamer *Kiungchow* has gone into dock, owing to her having lost some of the copper sheathing off her keel by way from Macao on Thursday night in a heavy fog." The *China Mail* is a most reliable newspaper. Which dock, dear "Brownie," and when?

THE ten days law conceded by the French Government to Luu-ky, the captor of the Messrs. Roque, as part of the terms of release, has had the unpleasant effect of allowing the numerous bands of dacoits to renew their stores of arms and provisions, and pillage the local authorities have had to redouble their efforts at suppression, but whole villages will have to be destroyed to disperse the robbers' confederates.

A CURIOUS find was made by one of the Opium Farmer's myrmidons this afternoon. On the Praya, westwards, he saw a lot of new cyphorwood boxes, unattended. From one of them a dark thick substance was leaking, which he at once "spotted" as opium. On examining the boxes at the Central Station 1,500 taels of prepared opium, in hollow bamboo, were found in some of them, other boxes being full of opium hinges, etc. The only portion of the collection missing is the owner.

By special messenger, our Tokyo correspondent wrote us (*Japan Gazette*), of 5th instant, as follows:—This morning, at about 1 o'clock, two robbers armed with swords effected an entrance into the house of the Rev. T. A. Large, No. 14th, Torikawa, Asahi—the Toyocwa Jo Gakko, Mission. Mr. Large in defending himself was cut down and killed. Mrs. Large was badly slashed about the head, arms, and hands, and is in a very dangerous state.

It is seven years since the construction of the Fort Bridge was first commenced, and all the knowledge that engineering science can yield has been brought to bear upon it. The bridge owes its origin, indeed, to the terrible calamity which occurred on the Tay a little more than ten years ago, and it has been pushed forward, in the face of tremendous difficulties, with a full recognition of the straits which it will have to bear. Some idea of the vastness of the structure will be conveyed by the statement that its extreme length is nearly a mile and a-quarter, and that whilst eight millions of rivets have been used in its construction, and forty-two miles of beam-plates have been used for its tubes, it presents a surface of some twenty acres to the surface of the Tay. The cost of construction amounts to £3,000,000.

THE shooting match, eight men a-side, between the Navy and Army, took place at the Military ranges, Kowloon, on Thursday, and after a most interesting contest ended in favor of the Garrison "shootists" by a majority of 25 points. The conditions were the usual seven shots each at three ranges, and at the two short ranges the Army had all the best of the shooting, leading by no fewer than 30 points. At the 600 yards, however, the Naval men pulled up in good style, and the final result of the shooting to commence with, but late in the afternoon the light became very puzzling. Garrison-Sergeant Major Meredith coached the Garrison, Mr. May of H.M.S. *Swift* doing the needful for the Navy. The following are the total scores:—

ARMY.	
Color-Sgt. Boyd	94
Lieut. Carlyle, R.A.	90
Mr. McCall	86
Color-Sgt. Mack	80
Sgt. Quinn	79
Lieut. Havel	75
Color-Sgt. Hutton	74
Lieut. Grant	73
Total	551

NAVY.	
Mr. McAlister	90
Mr. Carroll	86
Mr. McCall	86
Mr. Walsh	82
Lieut. Dundas	78
Lieut. Havel	75
Mr. May	74
Capt. Byrne	73
Total	558

THERE are eighteen gold mines in Tonquin, all of which have had to be abandoned through the incursions of pirates.

A REGULAR Convocation of St. Andrew's Chapel, No. 218, S.C., will be held in Freemasons' Hall, Zeland Street, on Friday, the 18th inst., at 8 for 8.30 p.m. precisely. Visiting companions are cordially invited.

ALL those in need of a good, sound champagne cannot do better than try a case of J. Lemouine's *vin brut* (gold seal), of which Jadin Bros., Limited, are the local agents. We have sampled this brand, and can testify as to its quality.

THE Canadian Government have presented a gold medal to Capt. Iribar, of the steamer *Gloria*, for his bravery, when in a pilot boat, in saving seventeen of the crew of the steamer *Monarch*, on the west coast of Mindoro, two years ago.

THE agents (Messrs. Melchers & Co.) inform us that the Norddeutscher Lloyd's steamer *Bayern*, with the German mails, dated Berlin 18th March, left Singapore for this port at 11 a.m. yesterday, and may be expected on or about Friday, the 18th inst.

A CORRESPONDENT in Corea sends us full confirmatory evidence regarding the sudden departure of General Le Gendre per steamer *Tsuruga Maru* for Tokio, which we mentioned in our issue of 9th inst. He adds—"The General will surely return."

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamer *Parthia* left Vancouver for this port, via Japan, &c., on the morning of Friday last, the 11th inst. The *Parthia* vessel was delivered in New York on the 11th inst.

WORTHY laudable zeal, all the competing Christian bodies in Singapore made special efforts to save the soul of a Chinaman who was hanged last Tuesday. In the end, the Presbyterian missionaries were fortunate enough to secure the prize at stake. The Chinaman was duly converted and baptized.

A SKAMAN of the British steamer *Benglos* was brought before Mr. Woodhouse this morning charged with stabbing Augustus Christopherson, another of the crew. Complainant, now in hospital, is so seriously wounded as to be unable to appear in court for a few days yet. The case was therefore remanded.

SATURDAY'S Government Gazette contains the following notification:—"It is hereby notified that Mr. Zelindo Maria Baradas, Superintendent of the Money Order Office, having absented himself from the colony without leave since the 22nd day of March, 1890, His Excellency the Officer Administering the Government has declared, in accordance with the Colonial Regulations, that his office be considered as vacated from that date."

AT the Police Court this morning two Chinese labourers in the employ of the Kowloon Dock Co. were charged with stealing a quantity of zinc, the property of the company. Mr. Robinson, in passing sentence of six months on one of the men, suggested that his name, crime, and the punishment meted out to him should be posted on the Dock gates as a warning to other employees—a proposition which should, we think, meet with ready response from the company's officials.

THE *Courier d'Haliphong* says:—Two months ago Mr. L. Paulhan, a lawyer here, went to Hongkong on alleged business. On the 26th February he wrote to the President of the Tribunal, saying that he would return *via* Tournai about the end of the month. Since then he has not been seen, either in Hongkong or Tournai. But inquiries have shown that before leaving Haliphong he raised some \$3,000 belonging to others. As he had been in good practice the affair is as yet incomprehensible.

IN future the clerks to the two judges of the Supreme Court will be officially designated as "First Clerk of the Court and Clerk to the Chief Justice" and "Second Clerk of the Court and Clerk to the Puisne Judge" respectively. This, we are told in the Government Gazette, is in accordance with decision of the Right Honourable the Secretary of State for the Colonies. What is the next startling change we may expect to see in the *London Gazette*? A C.M.G.-ship for the worthy user wouldn't surprise us in the least.

THE chair-cole charged with stealing a quantity of jewelry, a watch and chain and about fifty dollars from the private residence of Mr. Fielding Clarke, Acting Chief Justice, was again before Mr. Robinson this morning. Mr. Fielding Clarke gave evidence, identifying the prisoner, some treasury notes, the gold watch and chain, and various other valuables. From Mr. Clarke's evidence it is clear that his "house boy" and the prisoner are implicated in a series of audacious robberies extending over several weeks. The case was remanded until to-morrow.

THE following are the minutes of the Annual General Meeting of rate-payers held at the British Consulate, Amoy, on the 5th April, 1890; Mr. R. J. Forrest, Her Majesty's Consul, in the chair.

The Minutes of last meeting were read, and confirmed.

A statement of accounts for the year ended 31st December 1889 showing a credit balance of \$2,593.44, was laid on the table and was duly passed.

It was resolved that taxes be levied as under viz.

1 per cent on assessed value of property

2 1/2 per cent " " " " " " " " " " " "

Councillors for 1890 were elected viz. Messrs. R. H. Bruce, F. Cass, J. F. Broadbent, C. S. Powell and W. S. Orr.

THE Graydon 15-in. dynamite gun and torpedo-thrower, which is capable of throwing 600 lbs. of dynamite a distance of three miles, was inspected last month, at Birmingham, by officers representing the Japanese Board of War and the Roumanian Government. There are five European Governments now awaiting the completion of this dynamite gun—viz., Russia, Turkey, Spain, Italy, and Roumania—and the work is being pushed forward with a view to a general demonstration of the working of the gun under the auspices of Government. Lieutenant Graydon, of the United States Navy, under whose supervision the work is being carried on, hopes to double the range attained by the Zalsinski gun, and in making his weapon handy for training and elevating, the extreme length and unwieldiness of the Zalsinski being a serious drawback to its adoption. He hopes to have his 15-in. gun ready for trial by May.

SUPREME COURT.

IN VICE-ADMIRALTY JURISDICTION.

(Before His Honour Mr. Justice Blundell, Clarke, with Lieut. Lord, R.N., and Captain Stubbins as Naval Assessors.)

THE "ANCONA" - "KUNGPAT" COLLISION CASE.

—JUDGMENT.

His Lordship gave judgment in these suits to-day. Mr. W. W. Drummond, (instructed by

Messrs. Wotton and Deacon) appeared for the plaintiffs Mr. Francis, Q.C., and Mr. Pollock, instructed by Messrs. Johnston, Stokes and Master, being for the defendants.

This is a collision action brought by the owners of the steamship *Kungpat* against the owners of the *Ancona*, and there is a counterclaim by the owners of the *Ancona* against the *Kungpat*.

On the morning of the 4th December last the *Ancona* going out of Hongkong harbour met the *Kungpat* coming in, and the collision took place a short distance, outside the boundary line of the harbour numbered in the Admiralty chart by a dotted line running between Kowloon Docks and North Point. The case is extraordinary in the absence of any facts tending to impede the proper uncovering of the two ships. They sighted each other in broad daylight at a distance of 2 miles and had each other in full view from thence to the place of collision. The weather was clear and bright, the tide slack, no currents were experienced and both ships answered their bells and were fully manned and in perfect trim. These circumstances of course preclude any possible suggestion of inevitable accident and make it certain that blame is to be attributed to one or both ships. The *Kungpat* is owned by Chinese subjects, and the *Ancona* is owned by Chinese subjects, and the parties to the collision are both Chinese. The *Ancona* was bound on her way from Hongkong to the Lyceum Pass, and at, or shortly after 6 a.m. Hongkong time started on her way in through the pass. The *Arabie* passed her, as the witnesses say, when she was in the middle of the pass, and she slowed down and stopped at that point and then followed for some distance in the water of the *Arabie*. When off the eastern head of Quarry Bay she sighted the *Ancona* on her port bow. So far the only point of difference between the parties seems to be the distance of the *Kungpat* from the *Ancona* when she sighted the *Ancona* contending that she was "closely hugging the shore, whilst the *Kungpat* places herself well out from the land at a distance of from 800 yards to half a mile. At this stage and afterwards it is admitted that the ships were crossing ships and that it was the *Ancona's* duty under the 16th Regulation to keep out of the way, whilst under the 22nd Regulation the *Kungpat* had to keep her course, i.e. the ordinary course for a steamer in her position entering the harbour. On sighting the *Kungpat* the *Ancona's* hauls on a little, not, as the Captain says, in evidence, with a view of getting out of the *Kungpat's* way, but merely to clear her own steam as she thought he was getting too near in shore. Although in his reports of the case made very soon after the collision he stated that the reason for porting at that time had reference to the *Kungpat*, I am inclined to accept his evidence in this respect, especially as it seems to me that his present account is in keeping with his subsequent conduct. The *Kungpat* shortly after sighting the *Ancona*—two minutes is the time assessed by the Captain—ported from 1/2 of a point to a point, for the purpose, as alleged, of keeping the vessel clear of the harbour, and a little to the left of the middle of the channel. The courses of the two ships were then converging to a common point outside the harbour boundary, but whether that point was on the north or south side or in the middle of the fairway depends upon the distance of the *Kungpat* from the Hongkong shore, as to which there is a conflict of evidence. When the ships were at a distance from each other, variously assessed by the witnesses from half a mile to 300 feet, the *Ancona* put her helm hard a starboard and blew two blasts of her helm hard a starboard, and the *Kungpat* put her helm hard a starboard, and the *Ancona* struck the *Kungpat* on the starboard side about the fore-rigging at an angle some 10 deg. greater than a right angle, the smaller angle being between the two sterns. The effect of the blow was to make a large hole 9 ft. by 1 ft. in the *Ancona's* side and to inflict considerable injury to the *Kungpat's* stem. Immediately after parting both steamers were beached, the *Kungpat* on North Point and the *Ancona* on the Kowloon side. As regards the interval between the collision and the usual conflict of testimony as to time, distance, speed, and direction, and, as usual, the recollection of those engaged who had other things to think of at the time are at the best a very faulty guide to the real facts. The Captain of the *Ancona* says that he had a starboarded for the purpose of avoiding the *Kungpat*, but the evidence of the 4th officer suggests that it was as much to avoid two junks which were on the *Ancona's* port bow, heading, as the Captain thinks, for Lyceum Pass, but more probably perhaps as the 3rd officer thinks standing across for a little below North Point. The Captain says in putting his helm hard a starboard he expected to cross the *Kungpat's* track, but that as the wind fell he did not succeed and actually slightly collided with one of the junks shortly before the *Kungpat* struck him. He says that after he gave the order he watched the *Kungpat* to see if there was any reply to his whistle, but hearing none he went over to the port side of the bridge to look at the junks, but he did not see the *Kungpat* until she was within 500 yards of him. He says that there was a reply to his whistle, and that he heard the signal blast to intimate that she was doing so. The 3rd officer who was in the forecastle with the chief officer says there was about 5 seconds between the *Ancona* turning to port and the single blast on the *Kungpat*, and the chief officer says he heard a whistle from the *Kungpat* almost immediately after the blast from the *Ancona*. The fourth officer fixes the interval between the *Ancona's* signal and the *Kungpat's* signal at from 30 to 40 seconds, and says that when he heard the single whistle he said to the Captain, "Why, she is altering her course," but that he got no answer, and supposes that the Captain did not hear it. The Captain also says that he stopped the *Ancona* before the collision on account of the junks, and not on account of the *Kungpat*, and that when

he hard-a-starboarded he expected the *Kungpat* to pass him on the Hongkong side, which he thinks she could have done without starboarded. From the Captain's not seeing the change in the *Kungpat's* course and not hearing her signal it looks as though his attention was concentrated on the junks and that he put his helm hard a-starboard for the purpose of clearing them without reference to the *Kungpat* and without fully considering her position and course. The question, however, still remains whether the manoeuvre was in fact a safe and proper one as regards the *Kungpat* and this will depend in a great measure upon the distance the *Kungpat* was off at the time it was adopted. With a view of explaining my opinion upon this last question I must first state, my conclusions upon one or two subordinate points which have been more or less in dispute. From the evidence I think that the full speed of the *Ancona* on the morning in question must be taken as 9, and that of the *Kungpat* as 10 knots or thereabouts. I am satisfied that the *Ancona's* engines were not stopped before the collision soon enough to have any appreciable effect on her speed. In fact the entry in her "Stand-by" book "Stop and Struck 6.47" convinces me that the two events took place practically at the same moment. I think that the evidence is overwhelming that the *Kungpat* put her helm hard a starboard immediately she perceived the alteration in the *Ancona's* course, and that at the same time she stopped and reversed, but I cannot rely upon the engineer's log book as showing that she was reversed for a minute or more before the collision, as the next preceding entry of "full speed ahead" after the stopping in the Lyceum Pass is obviously incorrect. The Assessors advise me that the *Kungpat* would have slowed round quicker with reversed engines, and taking this into consideration with the very direct blow which the *Ancona* received I think that the engines could not have been reversed for as much as a minute before the collision. If the Chinese man at the wheel is approximately correct, as I think he is, in saying that when he got the order, hard a port the *Ancona* was on the ship's length off the shore, and he must have time for the reversal of the engines to operate, though I think it is probable that they did operate to a slight extent. Without however going further into any question of minutes or seconds, which I think it is impossible to do satisfactorily, I think that the collision followed very closely upon the reversal of the *Kungpat's* engines, and this, together with my conclusion as to the sequence of events as above stated, convinces me that the distance between the ships when the *Ancona* hard a starboarded was very far short of half a mile, and did not in fact exceed 300 yards—an estimate practically the same as that of the 4th officer of the *Kungpat*.

With a view of testing the accuracy of my own judgment I put this question to the Assessors:—Assuming (1) The speed of the vessels to have been as above stated (2) that the *Ancona* did not stop before the collision in time to materially affect her speed and (3) that the *Kungpat* had a ported and went full speed astern as soon as it became evident that the *Ancona* had hard a starboarded, and taking into consideration the general courses of the two vessels as described by the two captains up to the time of the *Ancona's* hard a starboarded and the time of the *Kungpat's* reversal of the engines, can you form any opinion as to the distance between the two vessels when the *Ancona* hard a starboarded? They answer "To have struck as she did the ships must have been within 1/2 of a mile of each other. Probably less." They further state that allowing for the *Ancona* going round in a circle of a mile diameter, as the captain said she did, and the *Kungpat*, being a smaller ship, in a circle of rather less diameter, and placing the vessels as heading E.N.E. & E. and N.W. by W. & W. respectively, if they were half a mile apart they must have cleared as she was, without even allowing for the *Kungpat's* having reversed. This confirms my own opinion as to the distance, but taking what I conceive to be the greatest possible limit I asked the assessors the following question:—"Assuming that the Captain of the *Ancona* was right in hard a starboarded in order to keep out of the way of the *Kungpat*, should he not have done so before he got within 500 yards of her?" They answer "Yes, he ought not to have tried to cross the *Kungpat's* bows even if he had been as much as half a mile off." Adopting this conclusion I feel bound to hold that the *Ancona* was to blame.

Next as against the *Kungpat* it is suggested in the first place that she was infringing the rule by being on the wrong side of a "narrow channel." The Assessors think that the entrance to the Harbour is not a narrow channel from a seaman's point of view, but as I am not satisfied on the evidence that the *Kungpat* was on the wrong side it is not necessary to give a definite decision on the point, and having regard to the decision of the Privy Council in the case of the *Rhonda L. R.* 8 App. ca 449 I should have considerable difficulty in doing so. The assessors consider that it would have been impossible for the witnesses to the *Ancona*, seeing the *Kungpat* as they did, to form a reliable opinion as to whether she was hugging the shore or not, and I therefore prefer to adopt the statement by the *Kungpat* witnesses that they were keeping well out from the land, and the statement of the chief officer of the *Ancona* that when the two vessels respectively made their final change of course they were both half a mile from the shore would place the *Kungpat* to the north of the fairway, and this is borne out by Mr. Boyd, who as a close spectator I consider the more reliable of the two shore witnesses as to the place of collision, and who is very positive that it was much nearer the Kowloon side than the Hongkong side. There remain, however, the questions whether the *Ancona* in approaching the *Kungpat* should not, under the 18th and 24th Regulations, read together, have slackened speed or stopped and reversed before she did and whether she was justified in putting her helm hard a port after the *Ancona* had hard a starboarded. I think it is evident that putting her helm a port was the very worst thing she could do unless the *Ancona* was close upon her, and a collision then absolutely inevitable, and this seems to place the *Kungpat* in the following dilemma:—Either she hard a ported when she ought to have kept her course or else continued to approach a crossing steamer at full speed until a collision was inevitable. It is suggested that there was no "risk of collision" within the 10th Regulation until the *Ancona* hard a starboarded, but I cannot adopt this suggestion in view of my opinion as to the distance between the two vessels at that time. Bearing in mind that the Captain of the *Ancona* himself assesses the distance of the *Kungpat* when she hard a starboarded at half a mile I asked the Assessors what the Captain of the *Kungpat* justified, as a sailor, in supposing until she was within 500 yards of the *Ancona* that she could and would keep out of the way? And they answer "No, he ought not to have carried on, until she was within 1/4 of a mile." This opinion I fully adopt, and as I think that the distance was even less than a quarter of a mile, the neglect to slacken speed or stop and reverse previously was so much the more culpable.

The final conclusion at which I am forced to arrive is that the *Ancona* failed without excuse to keep out of the way of the *Kungpat*, when it was her duty to cross, and that the *Kungpat* without excuse continued to approach the *Ancona* at full speed after there was risk of collision. Judgment of both to blame, with the usual directions.

THE SONGEI KOYAH PLANTING COMPANY, LIMITED.

An extraordinary meeting of the above Company was held at the office of Messrs Gibb Livingston & Co. general managers, this afternoon, Mr. H. P. Tennant presided, and Messrs W. E. Abrahamson, H. L. Dalrymple (consulting Committee), J. S. Perry, G. Fenwick, S. I. Danby, A. Lum, etc., were present.

The Chairman proposed a resolution embodying regulations for dealing with unpaid shares or calls on shares.

Mr. Danby seconded, and the resolution was carried unanimously.

The Chairman notified that a confirmatory meeting would be held at some future date, yet to be fixed, and the proceedings terminated.

SUICIDE ON THE "AVOCHE".

We learn, too late in the afternoon to gather the full details, that a case of attempted suicide occurred this morning on board the steamship *Avochie*, the second mate, a man named Purdy, shooting himself through the head. He was taken to the Hospital, but lies in a dying state. He had only been in the ship about a month or six weeks, having previously been in the *Cleora*.

THE "THAMES" IN QUARANTINE.

At a few minutes to twelve to-day the P. & O. S. N. Co.'s mail steamer *Thames*, Captain Stanton, was signalled. She was observed to be flying the dreaded yellow flag, and anchored outside until visited by the Health Officer—Dr. Jordan. He directed that she should proceed to the quarantine anchorage, as a case of small-pox had broken out during the passage up from Singapore, a native steward being attacked in a mild form. He was sent to Hospital this evening, and arrangements were made for disinfecting the vessel. The mails were fumigated, and sent ashore as soon as possible

Masonic.

VICTORIA LODGE,
No. 1026.
AN EMERGENCY MEETING of the above LODGE will be held in FREEMASONS' HALL, Zealand Street, TO-MORROW, the 15th inst., at 5 for 5.30 P.M. precisely.
Hongkong, 12th April, 1890. [601]

VICTORIA CHAPTER,
No. 525.
AN EMERGENCY CONVOCAION of the above Chapter, will be held in FREEMASONS' HALL, Zealand Street, TO-MORROW, the 15th inst., at 8.30 for 9 P.M. precisely.
Hongkong, 10th April 1890. [583]

Auctions.

PUBLIC AUCTION
OF
JAPANESE PORCELAINS, IVORIES,
SILK AND CURIOS.
THE Undersigned has received instructions to sell by Public Auction, on
SATURDAY,
the 19th April, 1890, commencing at 2.30 p.m. sharp, at his Sale-Rooms, Duddell Street.
A VERY FINE ASSORTMENT OF
JAPANESE WARE AND
WORKS OF ART,
comprising:—
Satsuma, Imari, Kaga and Tokio VASES,
JARS, PLATES, TEA and BREAKFAST
SETS, &c., &c.
Very fine CLOISONNE WARE.
A fine selection of RARE OLD JAPANESE
PORCELAIN BRONZES, & IVORY CARVINGS,
SILK EMBROIDERIES, COURT
DRESSES, DRESSING GOWNS, SILK
EMBROIDERED SCREENS, BRONZE
WARE, INLAID PANELS and a quantity of
other Articles.
&c., &c., &c.
Catalogues will be issued prior to Sale, and
the above will be on view on Friday next.
TERMS OF SALE:—Cash on delivery.
G. R. LAMBERT,
Auctioneer.
Hongkong, 12th April, 1890. [600]

GOVERNMENT NOTIFICATION.

No. 149.
THE following Particulars of Sale of Crown
Land by Public Auction, to be held on
the spot, on
MONDAY,
the 21st day of April, 1890, at 5 P.M.,
are published for general information.
By Command, W. M. DEANE,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 29th March, 1890. [551]

No. of Sale.	No. of Registry.	Locality.	N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
1437	1436	Inland Lot No. 1436 South of the Kwai Road, near the Kwai Road.	160	185	164	156	27,675	127	8,302
			170				28,980	133	8,564

Notices of Firms.

NOTICE.
MR. KENNETH DOUGLAS ADAMS,
late of Messrs. BIRLEY & Co., Canton,
has joined our firm from this date and is
authorised to sign the name of the firm.
HERBERT DENT & Co.
Canton, 15th March, 1890. [524]

NOTICE.
THE firm of BIRLEY & Co. at this port has
ceased to exist, and the goodwill and
business of the same has been handed over to
and will, henceforth, be conducted by Messrs.
HERBERT DENT & Co. of Canton and
Macao.
Canton, 15th March, 1890. [525]

NOTICE.
REFERRING to the above all amounts due
to and owing by BIRLEY & Co. will be
settled by
KENNETH DOUGLAS ADAMS.
Canton, 15th March, 1890. [526]

NOTICE.
THE Interest and Responsibility of the
Undersigned JOHN DODD in the Firm
of Messrs. DODD & Co., at Tamsui, Kelung and
Formosa, ceased as from the 1st February,
1890.
The business will as from that date be carried
on by Mr. TOM GRAVES GOWLAND and
Mr. HENRY PERCY WHITE.
JOHN DODD,
Hongkong, 20th March, 1890. [461]

To be Let.

TO LET.
FROM the 1st March, ROOMS suitable for
OFFICES on the first floor of the
PREMISES in Pedder's Street at present
occupied by Caldwell, MacGregor & Co.
Apply to
CRUICKSHANK & Co., Lt.
Hongkong, 20th February, 1890. [196]

TO LET.
(FROM 1ST MAY.)
"THE BLUFF," PEAK.
R. MURRAY RUMSEY.
Hongkong, 11th April 1890. [591]

TO LET, FURNISHED.
FROM 1st June, a HOUSE, vicinity of China
Road, ten minutes from Club. Rent \$65
per month.
Apply to
"G. W. B."
c/o Hongkong Telegraph Office.
Hongkong, 10th April, 1890. [582]

TO LET (FURNISHED).
Very suitable for three or four Bachelors or
a Family.
N. O. 5, VICTORIA VIEW, Kowloon.
Furniture can be taken over at a
valuation.
Apply ON THE PREMISES.
Hongkong, 10th April, 1890. [580]

TO LET.
Possession from 1st April next.
HOUSE No. 16, ELGIN STREET.
Apply to
L. KIRCHMANN,
No. 4, Ladder Street Terrace.
Hongkong, 28th February, 1890. [553]

TO LET.
FROM 1st February next, Nos. 53, 55, & 57,
PEEL STREET.
Apply to
EDWARD GEORGE.
Hongkong, 9th January, 1890. [110]

TO LET.
N. O. 25, 27, 31 and 35, ELGIN ROAD,
behind the Old Union Church.
TOP FLOOR of No. 17, Old Bailey Street.
Apply to
ACHEE & Co.,
17, Queen's Road Central.
Hongkong, 5th April, 1890. [554]

TO LET, AT THE PEAK.
DUNNOTAR, R. B. Lot No. 20, for 1 year,
from 15th April, 1890.
Apply to
c/o Hongkong Telegraph Office.
Hongkong, 10th February, 1890. [237]

TO LET.
ROOMS in "COLLEGE CHAMBERS."
2, SEYMOUR TERRACE, from 1st May.
9, SEYMOUR TERRACE.
"STONEHENG," Robinson Road, from 1st
May.
5, PEDDAR'S HILL, from 1st May.
Apply to
DAVID SASSOON, SONS & Co.,
Hongkong, 1st April, 1890. [13]

TO LET.
N. O. 4, DES VŒUX VILLAS, Mount Kellet
Peak, from 1st May, 1890.
Apply to
HUGHES & EZRA.
Hongkong, 29th March, 1890. [510]

TO LET.
A HOUSE in WEST TERRACE.
Entrance 1st May.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 29th March, 1890. [511]

TO LET.
ONE LARGE ROOM on the Ground Floor
of 13, Praya Central. Suitable for an
Office.
Apply to
G. C. ANDERSON,
13, Praya Central.
Hongkong, 28th March, 1890. [497]

TO BE LET.
FROM the 1st of April, next—The HOTEL
SHOP at present in the occupation of
Gate & Co. and the one adjoining thereto.
For particulars, apply to
R. LYALL,
Secretary,
Hongkong Hotel Co., Ltd.
Hongkong, 26th March, 1890. [483]

TO LET.
FIRST FLOOR of HOUSE, 15, Praya
Central.
2ND FLOOR of HOUSE, No. 64, Queen's
Road Central.
Apply to
LAI HING & Co.,
No. 153, Queen's Road Central.
Hongkong, 22nd March, 1890. [469]

Intimations.

THE NEW EAST BORNEO COMPANY,
LIMITED.
APPLICATIONS for SHARES will be
received at the Hongkong and Shanghai
Banking Corporation up to the 18th April, 1890.
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 11th April, 1890. [593]

**SCOTT'S
EMULSION**
OF PURE COD LIVER OIL
With Hypophosphites of Lime & Soda.
PALATABLE AS MILK.
The only preparation of COD LIVER OIL that can
be taken readily and tolerated for a long time.
AS A REMEDY FOR CONSUMPTION,
BRONCHITIS, SCROFULOUS AFFECTIONS,
ANEMIA, GENERAL DEBILITY, COUGHS,
AND ALL AFFECTIONS OF THE LUNGS.
WANTING DISORDER OF CHILDREN.
ADULTS it is marvellous in its results.
Prescribed and endorsed by the best Physicians.
SOLD BY ALL CHEMISTS.
Agents for China and Hongkong:
Messrs. A. S. WATSON & Co. (LIMITED).
Hongkong, 20th December, 1888.

Intimations.

W. S. MARTEN,
ARTISTIC DECORATOR,
2, DUDDELL STREET,
HONGKONG.
Hongkong, 9th April, 1890. [574]

NOTICE.
W. S. MARTEN, having commenced busi-
ness as an ARTISTIC DECORATOR, at
No. 2, Duddell Street, trusts to receive the
patronage of those who require artistic house
decorating.
MR. MARTEN has decorated most of the
Hotels, Clubs, Banks, etc., in the Far East, and
his work is therefore well-known to the public.
First-class Workmen only employed and the
best materials used—all work being carried out
under Mr. Marten's personal supervision.
Hongkong, 9th April, 1890. [575]

**THE NORTH CHINA INSURANCE COM-
PANY, LIMITED.**
NOTICE TO SHAREHOLDERS.
THE Twelfth Ordinary GENERAL MEET-
ING of the above Company, will be held
at the Head Office, Shanghai, on MONDAY,
the 21st inst., at 2.30 P.M., for the presentation
of the Report of Directors and Accounts to
the 31st December, 1889, the declaration of
DIVIDENDS, the election of Directors and
Auditors for the Current Year, and the transac-
tion of any other business which may be trans-
acted at any Ordinary General Meeting.
The TRANSFER BOOKS of the Company
will be CLOSED from the 12th to the 21st inst.,
both days inclusive.
By Order of the Board of Directors,
W. H. PERCIVAL,
Acting Secretary.
Shanghai, 3rd April, 1890. [566]

NOTICE TO MEETING.
THE DARVEL BAY TRADING
COMPANY, LIMITED.
NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING of the
Darvel Bay Trading Company, Limited,
will be held at 9, Queen's Road, Victoria, Hong-
kong, the Registered Office of the Company, on
MONDAY, the 21st day of April, 1890, at
4 O'CLOCK in the Afternoon, for the purpose of
enabling the Company to add power in the
Articles of Association to enable the Company
by its General Managers to forfeit or cancel any
share on which any Call or Instalment shall
remain unpaid and to enable the Company to
sell, re-allocate, or otherwise dispose of the same,
and for the purpose of dealing with the said
shares, and for causing due notice to be given to
the registered owners of such shares.
Should the said Resolution be passed by the
required majority it will be submitted for con-
firmation as a special resolution to a Second
Extraordinary Meeting which will be subse-
quently convened.
A full and complete copy of the above pro-
posed amendments may be seen on application
at the Company's Office.
Dated the 10th day of April, 1890.
REUTER, BROCKELMANN & Co.,
General Managers. [581]

NOTICE.
LABUK PLANTING COMPANY, LIMITED.
2ND CALL OF \$10 PER SHARE STILL
UNPAID.
NOTICE is hereby given to whom it may
concern that unless the Second Call due
25th November last, together with interest due
is paid on or before the 17th inst., on the
following Shares viz:—
25 Shares Nos. 1951/1975 in the name of S.
I. Danby.
10 Shares Nos. 2716/2725 in the name of F.
H. O. Wilson.
5 Shares Nos. 3201/3205 in the name of M.
S. Perry.
10 Shares Nos. 3206/3215 in the name of J.
S. Perry.
25 Shares Nos. 3391/3410 and 3421/25 in the
name of J. B. Elias.
5 Shares Nos. 3566/3570 in the name of J.
B. Gomes.
5 Shares Nos. 4306/4310 in the name of J.
R. Anton.
That the said Shares will be dealt with in
accordance with the Articles of Association.
TURNER & Co.,
General Managers.
Hongkong, 11th April, 1890. [586]

NOTICE.
AN ANTISEPTIC PAINT for the Preserva-
tion of Wood, Walls, Ropes and Ship's
Tackle. May be applied to Beams, Floors, Walls,
Wooden Sheds, Farmer's and Gardener's Imple-
ments, Carts, Posts, Fences, Stables, Gates,
Bridges, Boats, and all Timber underground.
Effectually excludes all dampness from walls
painted with it and entirely prevents the crum-
bling away and decay of both stone and bricks.
White ants do not touch wood painted with
Carbolineum Avenarius.
Used during the last 14 years with the utmost
success, as proved by numerous Testimonials of
living authorities.
Sold in casks of about 450 lbs. net. Price
8 cents per lb.
For further particulars, apply to
SCHEELE & Co.,
Sole Agents,
No. 15, Stanley Street.
Hongkong, 2nd December, 1889. [536]

NOTICE.
JEY'S SANITARY COMPOUNDS
COMPANY, LIMITED.
JEY'S WOOD PRESERVER OR
ANTISEPTIC PAINT.
THE Undersigned have this day been
appointed SOLE AGENTS for the sale of
these PERFECT DISINFECTANTS, and
are prepared to supply quantities to suit
purchasers, at Wholesale Prices, Extra Special
terms for Shipping and large Orders.
Sir ROBERT RAWLINSON, C.B., C.E., Chief
Sanitary Engineer, Local Government Board
London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 10th April, 1890. [579]

NOTICE.
THOMAS KERR & CO.
ENGINEERS, BOILER-MAKERS
AND
CONTINGENTS.
YAU-MAT-ING ENGINEERING WORKS,
Kowloon.
Hongkong, 6th June, 1889. [26]

Intimations.

HONGKONG AND SHANGHAI BANKING
CORPORATION.
NOTICE is hereby given that A SPECIAL
or EXTRAORDINARY GENERAL
MEETING of the SHAREHOLDERS of
this Company will be held at the CITY HALL,
Hongkong, on SATURDAY, the 31st day of
May next, at noon, for the purpose of considering,
and, if approved, of passing the following Resolu-
tions:—
1.—That the Capital of the Hongkong and
Shanghai Banking Corporation be increased
from \$7,500,000 to \$10,000,000 by the crea-
tion of 25,000 New Shares of \$125, to be
issued at the price of \$125, Eastern
Shareholders to pay for their allotments at
the current rate of the day for Demand
Bills on London.
2.—That the said New Shares be in the first in-
stance, in such manner as the Directors shall
prescribe for that purpose, offered to the
Shareholders in the proportion of one New
Share for every three Shares of which on
the 31st May, 1890, they shall respectively be
the Registered Holders, and that any
New Shares not accepted by the Share-
holders within the time limited by the Di-
rectors for that purpose, be disposed of and
allotted by the Directors in such manner
and at such price as in their discretion they
shall think best in the interest of the Com-
pany.
3.—That payment of the sum of £42 10s. per
share for each of the said New Shares be
made as follows, viz:—
£10 12s. 6d. on the 30th day of June, 1890
£10 12s. 6d. " 30th " Sept. "
£10 12s. 6d. " 31st " Dec. "
£10 12s. 6d. " 31st " March 1891
4.—That the Directors issue to Shareholders
holding shares not a multiple of Three a
Fractional certificate in respect of each
share in excess of or below such multiple,
and allot one new share to every person who
shall produce three such Fractional Cer-
tificates on or before the 31st June, 1890, and
pay the first instalment in respect thereof.
5.—That after payment of the first instalment
and pending payment of the future instal-
ments, Scrip Certificates in such form as
the Directors may determine be issued in
respect of such New Shares, entitling the
Holders on payment of the remaining instal-
ments, and subject to such other terms as
to approval, date for lodging Scrip Cer-
tificates, and otherwise as the Directors
may prescribe, to be registered as the Holders
of the Shares represented by such Scrip
Certificates respectively.
6.—That interest at the rate of 5 per cent. per
annum (free of income tax) be allowed out
of the profits of the Company on all instal-
ments paid in advance of the dates when
the same become due and that from the 30th
June, 1890, Holders of Scrip Certificates be
entitled to participate in future dividends,
in proportion to the amount of instalments
paid up, on an equality with the other
Shareholders of the Company.
7.—That interest at the rate of 8 per cent. per
annum be charged on every instalment
which shall not be punctually paid, and be
paid with such instalments.
8.—That all moneys received from premiums on
the said New Shares be added to the Reserve
Funds.
FOR THE HONGKONG AND SHANGHAI
BANKING CORPORATION,
WADE GARDNER,
Acting Chief Manager.
Hongkong, 2nd April, 1890. [570]

NOTICE.
LABUK PLANTING COMPANY, LIMITED.
NOTICE is hereby given that the 3rd CALL
of \$5 per Share on the 4000 Shares
numbered 1001/5000 is payable to the Hongkong
and Shanghai Banking Corporation on or before
the 17th April, 1890, and Calls not paid on said
date are liable to interest at the rate of 12 1/2
per annum.
THE TRANSFER BOOKS will be CLOSED
from 7th April to 17th April, 1890.
LABUK PLANTING Co., Ltd.
TURNER & Co.,
General Managers.
Hongkong, 15th March, 1890. [438]

**Dr. Knorr's
ANTIPYRINE.**
(Dose for Adults 15 to 25 grains troy)
IS the most approved and most efficacious
remedy in cases of HEADACHE, MIGRAINE,
NEURALGIA, RHEUMATISM, FEVER,
TYPHUS, ERYSIPELAS, HOOPING-
COUGH, and many other complaints. It is
also the very best Antiseptic. Highly recom-
mended by the medical Faculty. To be had at
every reputable Chemist and Druggist. Ask for
DR. KNORR'S ANTIPYRINE! Each Tin
bears the inventor's signature, "Dr. KNORR"
in red letters.
Supplies constantly on hand at the China
Export, Import, and Bank Co.—Sole Agents
for China. Beware of spurious imitations!
Hongkong 20th May, 1889. [424]

**THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.**
SUBSCRIBED CAPITAL\$5,000,000.
PAID UP CAPITAL2,500,000.
RESERVE FUND1,250,000.
BOARD OF DIRECTORS.
Hon. J. J. KESWICK, Chairman.
Hon. C. P. CHATER, Managing Directors.
LEE SING, Esq.
S. C. MICHAELSEN, Esq.
J. S. MOSES, Esq.
G. E. NOBLE, Esq.
POON PONG, Esq.
D. R. SASSOON, Esq.
BANKERS.
THE HONGKONG & SHANGHAI
BANKING CORPORATION.
MONEY advanced on Mortgage, on Land,
and Buildings.
Properties purchased and sold.
Estates managed and all kinds of Agency and
Commission business relating to land, etc.,
conducted.
Full particulars can be obtained at the Com-
pany's Office, No. 5, Queen's Road Central.
A. SHELTON HOOPER,
Secretary.
Victoria Buildings,
Hongkong, 2nd May, 1889. [53]

Insurances.

**THREE IMPORTANT FACTS
ABOUT THE
STANDARD LIFE OFFICE**
1.—HALF A MILLION STEERING ANNUUM is being paid in Death claims year by year.
2.—THE FUNDS IN HAND amount to up-
wards of Six Million and Three-quarter
pounds Sterling and have increased 50
per cent. in the last 15 years.
3.—THE LIVES who die annually replaced
by more than double the number of fresh
carefully selected lives.
ADAMSON, BELL & Co.,
Agents, Hongkong.
810-31

**ATLAS ASSURANCE COMPANY OF
LONDON.**
THE Undersigned, having been appointed
Agents for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
EDUARD SCHELLHASS & Co.,
Agents.
Hongkong, 12th April, 1890. [599]

**FIRE INSURANCE COMPANY, OF 1877
IN HAMBURG.**
THE Undersigned having been appointed
Agents for the above Company, are pre-
pared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 1st July, 1889. [56]

**GENERAL LIFE AND FIRE
ASSURANCE COMPANY IN
LONDON.**
THE Undersigned having been appointed
Agents for the above Company, are pre-
pared to ACCEPT RISKS against FIRE and
LIFE at Current Rates.
REUTER, BROCKELMANN & Co.,
Agents.
Hongkong, 1st July, 1889. [57]

**THE INDIAN IMPERIAL MARINE
INSURANCE COMPANY, LIMITED.**
THE Undersigned having been appointed
Agents for the above Company are pre-
pared to accept MARINE RISKS at Current
Rates.
GIBB, LIVINGSTON & Co.
Hongkong, 5th November, 1889. [25]

GENERAL NOTICE.
THE ON TAI INSURANCE COMPANY,
(LIMITED).
CAPITAL, TAELS 600,000. } 23,333,333
EQUAL TO }
RESERVE FUND } 3,125,000.
BOARD OF DIRECTORS.
LEE SING, Esq. | LO YAU MOON, Esq.
LOU TEE SHUN, Esq. |
MANAGER—HO AMEL.
MARINE RISKS on GOODS, &c., taken
at CURRENT RATES to all parts of the
world.
HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1889. [1001]

NOTICE.
THE MAN ON INSURANCE COMPANY
LIMITED.
CAPITAL SUBSCRIBED.....\$1,000,000.
The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.
WOO LIN YUEN
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 1st February, 1889. [217]

For sale.

SYRUP OF FIGS
NATURE'S PLEASANT LAXATIVE
A Pleasing Sense of Health and
Strength Renewed, and of
Ease and Comfort
Follows the use of Syrup of Figs, as it acts
gently on the
KIDNEYS, LIVER and BOWELS
Effectually Cleansing the System when
Costive or Bilious, Disordering
Colds, Headaches and Fevers
and permanently curing
HABITUAL CONSTIPATION
without weakening or irritating the organs
on which it acts.
For Sale in 50c and \$1.00 Bottles by all
Leading Druggists.
MANUFACTURED ONLY BY THE
CALIFORNIA FIG SYRUP CO.
LOUISIANA, Mo. San Francisco, Cal. New York, N.Y.
Sole Agents for Hongkong and China,
Messrs. CRUICKSHANK & Co., Ltd.
Chemists, &c., Hongkong.
[94]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK-
MAKERS, JEWELLERS, SILVER-
SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches
awarded the highest Prizes at every Exhibition,
and for Volgländer and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES,
No. 45, Queen's Road Central. [743]

G. FALCONER & CO.
WATCH and CHRONOMETER MANU-
FACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS,
CHARTS and BOOKS.
No. 45, Queen's Road Central. [743]

For Sale.

FOR SALE.
CARDIFF COAL, in lots to suit purchasers
at \$12 per Ton.
G. C. ANDERSON.
Hongkong, 9th April, 1890. [578]

FOR SALE.
THE Schooner "MONTIARA,"
Length.....75 feet.
Beam.....18 "
Depth of hold.....7 "
Registered tonnage.....75 tons.
(Owing to recent alterations the carrying
capacity of the Montara has been increased to
about 120 tons, dead weight.)
The Montara was built in Singapore, and is
most solidly constructed of teak throughout, with
iron-wood frames. She has recently been
thoroughly overhauled under experienced Euro-
pean superintendence, fastened throughout with
7 inch galvanized spikes, and newly re-coppered.
She is lashed rigged with the best canvas sails.
Draft of water 7 feet.
For further particulars apply to
R. FRASER-SMITH,
6, Pedder's Hill.
Hongkong, 9th April, 1890. [579]

JUST ARRIVED, FOR SALE.
THE New Stem Winder and Enamelled Dial
WATERBURY WATCH.
SERIES J.—For Gentlemen, or large size.
SERIES L.—For Ladies, or small size.
Winds less than a dozen turns;
\$4.75 Jewelled, Dust-proof, Keyless, with
all the latest improvements. A
perfect and unrivalled timekeeper;
reliable, durable and accurate,
and also
SERIES E.—The "Good old favorite." The
best form of the original Waterbury: offered at
the reduced price of \$2.70 each.
Orders from Out-ports to be accompanied
with remittance for cost.
THE MITSUBI BUSSAN KAISHA,
Sole Agents in Japan, China,
Korea, Hongkong & Macao
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 22nd February 1890. [22]

NOW READY.
THE HONGKONG JOCKEY CLUB
RACE MEETING, 1890.
A Full Descriptive Report, in pamphlet form.
Orders may be sent to the following Agents:—
Mr. W. Brewer,
Messrs. Kelly & Walsh, Ltd.,
Messrs. Lane, Crawford & Co.,
The Hongkong Trading Co., Ltd.
or to
The "Hongkong Telegraph" Office,
Pedder's Hill.
Hongkong, 8th March, 1890.

FOR SALE.
AT THE PEAK.
"THE FALLS" on R. B. L. No. 28.—A
well built six roomed House, at present
let on lease for one year.
For full particulars, apply to
THE HONGKONG LAND INVESTMENT
& AGENCY CO., Ltd.
Hongkong, 12th November, 1889. [28]

FOR SALE.
AT WHOLESALE PRICES.
SACCONES SHERRY, PORT, CLARET,
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MACHINERY, GAS ENGINES, SINGER'S
SEWING MACHINES, SCALES, PAINTS,
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TRICYCLES, SODA WATER MACHINERY,
JEWELRY, SANITARY COMPOUNDS,
BICYCLE WHEELS for JINRICKSHAWS.
Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 21st November, 1889. [11]

INTIMATION.
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PROVISION MERCHANTS,
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SOLE AGENTS
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RAHTJEN'S
GENUINE
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FOR
THE BOTTOMS OF IRON SHIPS.
HARTMANN'S GREY PAINT, specially manu-
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CARBOLINEUM AVENARIUS
PRESERVATIVE FOR
ROTTING, DECAY, &c., of WOOD.

SAPOLIO.
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CHR. MOTZ & Co., BORDEAUX CLARETS,
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FLensburg STOCKBEER,
ENGINEERS and BLACKSMITHS'
MACHINERY and TOOLS.
EVERY KIND OF
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ALWAYS IN STOCK
AT
REASONABLE PRICES.
ALL KINDS OF
COALS
SUPPLIED AT THE SHORTEST NOTICE.
Hongkong, 26th June, 1889. [130]